

TRILLING TALE TOLD OF DESPERATE FIGHT WIT FLAMES AND SEA

After a sixteen hour battle for their lives against the flaming R. P. Rithet, Matson auxiliary bark, the sixteen members of the crew, headed by Captain Lindberg, were driven into the night shrouded ocean on July 24, almost nine hundred miles from land, without sufficient water or food, without instruments, without charts and without sails.

Yesterday morning, on the steamer Kinele, the sixteen men arrived from Kilauea, Kauai, whither by lucky chance they had navigated. The first details of a tragedy more common to an era now a half century gone than to this age reached Honolulu with the crew.

The men were driven from their ship for their very lives, too exhausted from their combat with the flames, to use their oars. Their vessel exploded and went down, and left them in a sea of ghostly fire. With a pair of trousers for a sail, the sun by day and the Polar Star by night, the crew, with twelve ounces of water a day per man, and a biscuit and a raw potato for each, they sailed to Kauai.

Uphold Traditions of Sea
Captain Lindberg and his men, whose fight for their company's ship upheld the best traditions of the sea, reported yesterday to the agents of the Matson Navigation Company and have been placed on board the liner Maui, with which they will sail for San Francisco Wednesday noon.

The other members of the crew are P. H. Page, Hans Nelson, T. Mooney, J. Gouvin, E. Rodos, E. Anderson, Vincent, Olson, Langner, Emery, Austin, Shears, Myer, Carlson and Dickman.

An unembellished and vivid tale of the tragedy was told yesterday by Seaman Rodos, a West Indian negro, to whom the experience stands out in peculiarly simple outline.

The fire started at three o'clock in the morning, he states, in the engine room, which was aft, just before the after deck houses. He does not know what caused it and if it's origin as discussed in the little boat during those ten uncertain days, he retained nothing of it. He did not remember the name of his captain, or his mates. The only thing that remained in his memory were the things which happened to him personally, and these things stand out like flames. He could not tell how the fire started, but he could tell every movement that was made during the two hour struggle to launch a boat, every knot that was tied and every tackle that was rigged. He helped do that.

Fought To Save Ship
The fire spread aft quickly, attacked the galley, the water tanks and the store rooms. The things that were most essential to them were the first to go. They saved nothing from this part of the ship, although the life of the navigator is aft. From three o'clock in the morning until daylight they fought the fire in an orderly, efficient and unrelenting manner with the idea of saving the ship.

During the day—Tuesday—the fire increased in force and the decreased efficiency. The hotter the flames grew, the less they were able to put a front to them. In the afternoon they were exhausted, and the flames were creeping up the mizzens rigging.

Their idea was no longer to save the ship but to save themselves. They could not reach the stores and the water pipe in the galley had burst.

Decks Burning Under Foot
The decks were burning beneath their feet and the fire spread from the mizzens to the main rigging and dropped bolts of fire on their heads. The back listed over and it was difficult to keep a footing. The sea was choppy and the wheel house had gone, and it was impossible to go aft at all. The vessel therefore drifted as it pleased.

By night fall on Tuesday all endeavors were frantically directed towards saving their own lives.

There had been two life boats in the Rithet but the one aft had burned up. The one forward was lying on the forecastle without tackle or davits to lower it into the sea. The man lay down as busy trying to save their ship but they had not thought of their lives, until it was almost too late. After the first effort to launch the boat had failed they gave themselves up for lost.

One small space forward was all that was left to them on the Rithet. Every thing else was a raging furnace.

Downed At Sea
The men agreed among themselves that when the fire spread to the fore-rigging that they would jump overboard. It was better to drown than to be burned to death. That was to be the signal. If the boat was not launched when the forecast caught, they would all die.

After a two hour fight the boat was got overboard and what they had saved was put into it. This amounted to fifteen gallons of water, according to Rodos' estimate, held in a few kettles and other containers that had been picked up on the deck. There were some raw potatoes and some biscuits. There were no navigating instruments.

When the men dropped into the boat they lay on the bottom, exhausted. They had no strength to row away but providence touched them and they drifted off before the Rithet exploded.

The sea was choppy and dangerous. Water was shipped and wet their biscuits, making them liable to spoil.

Rodos does not remember the explosion of the Rithet, apparently from the fact that the elements were confused in his mind. Earth, sea and fire ran in together and he does not remember whether the Rithet disappeared immediately afterwards or whether she did not, for her place on the waters were taken by a mirage of twinkling lights, a sea of fire that spread about them for hundreds of yards on every side.

They thought it was a large boat coming to their rescue, but the lights were too numerous and they decided it was a city's waterfront.

They rowed over there and found it was patches of oil burning on the water.

The next day, after a conference between the navigating officers, it was decided that it would not be possible to make for San Francisco against the head wind that was blowing, so they turned about to Port Allen. They had six oars, which they were too exhausted to use and so sail.

Rodos ripped up a pair of trousers and made a sail of them. They depended on this for safety. They had a biscuit a day but were afraid to eat many of them. The potatoes were more plentiful and were issued raw. The water was doled out in drops.

The sea remained in the same condition for the entire ten days but by erecting a screen of canvas along the gunwale most of the water was kept out of the boat. The final tragedy of disaster at sea was not added to the annals of this unhappy voyage.

The men of Kauai were saved. The last water was drunk. They arrived without knowing the agonies of thirst.

MRS. LONDON WILL PRESENT BUST BY FRÖLICH TO CITY

Artist Was Close Friend of the
Novelist and Has Made
Smiling Likeness

By ALEXANDER HUME FORD
SAN FRANCISCO, July 27.—I have just seen the splendid and life-like bust of Jack London that is to be presented to the Pan-Pacific Club in Honolulu on Balboa Day, at the opening of the civic convention.

This truly life-like and life-sized head of the great writer is Jack, smiling, happy Jack—just our Jack—as those who knew him well, loved him, best in his mirthful mood. It is the only likeness made of him that has ever pleased his widow and it is she, his "Mate," who presents the memorial of her husband to the Pan-Pacific Club.

The bust, in bronze, is by the Sculptor Frolich. It is a masterpiece and the labor of months from the living model, who entered into the spirit and aided the artist in every way. I have seen Jack at Glen Ellen, after his day's work was done, giving up an afternoon, so cheerfully, to some guest artist who wished to mould his features in clay or sculpture them in marble.

Go ahead, shoot!" he used to say cheerily. "Only let me smoke a cigarette and talk. No one has yet got a head of me that pleases Charmion. Maybe you'll be the lucky one."

And sometimes, day after day, for a struggling artist he would sit when he would a hundred times rather be out on the ranch he loved.

From the Frolich head, Gordon Uehara will get the true likeness for the bust on the memorial fountain at the Outrigger Club.

Last Balboa Day, Jack London was with the Pan-Pacific Club, and it is a strange coincidence that his bust is now to rest on the very spot where he made his first "Brotherhood of the Pacific" speech in Hawaii ten years ago, then the dining room of the old University Club House, now the Pan-Pacific Club House. And in this room, during Jack London's first visit to Honolulu, was borne the Pan-Pacific movement with then Governor Walter Pease as its president and Jack London an enthusiastic first member and well wisher. In later years he became more and more closely identified with the movement that was dear to his heart and was to have helped in organizing Pan-Pacific work on the California Coast.

This Balboa Day, September 17, a Pan-Pacific banquet will be held at the St. Francis Hotel, in San Francisco, to which Mrs. Jack London will be invited as the guest of honor, and while that banquet is being held in California, in Hawaii will be the unveiling of the bust of London, at the banquet of the Pan-Pacific Club in Honolulu. The two places he loved best in the world—California and Hawaii—seeking to do him honor and in so doing honoring themselves.

The home of Jack London at Glen Ellen is filled with friends from Hawaii and there his widow, Charmion, and Mrs. Jack did, all day long until lunch time, and then comes the entertainment of the guests. The roving life has changed little at Glen Ellen, only Jack is not there, he is away somewhere on a visit, but Jack's spirit is there and pervades the atmosphere.

At Glen Ellen, "the little lady of the big house" is writing the life of her husband. It is the story of his life as only his mate could write it, and she tells me that the narrative of his splendid work with and for the Pan-Pacific movement forms an important chapter in the volume.

I am glad that in Hawaii we are to have the one speaking likeness of Jack London, for he had become one of us, and I know that all races of mankind in Hawaii will be proud to gather to do their comrades honor on this coming Balboa Day, when the presentation is made to the Pan-Pacific Club of the bust of Jack London, our comrade and friend.

TEN THOUSAND A YEAR IS NEEDED BY BABY SMART

At Least, That's the Amount His
Grandmother and Guardian
Says Is Necessary To Pay His
Living Expenses

Please, and won't the court increase
four-year-old Richard Smart's pin money
to \$10,000 a year?

This, in short, is the prayer of a petition filed yesterday in the local circuit court by Mrs. Elizabeth K. Knight, of Honolulu and San Francisco, guardian of the baby owner of the big and rich Parker Ranch on the Big Island. Judge Ashford will have to pass on this little request.

Baby Smart has been getting \$2000 a year to live on, but his grandmother, the guardian, has suddenly come to the realization that this is too small an amount.

Grandmother is Guardian
In her petition the grandmother and guardian sets forth that she was appointed guardian of the person, the Trust Company being guardian of the property, worth three million dollars, on January 17, 1916, of Richard Palmer Smart, a minor and an orphan.

On August 9, 1915, the local circuit court, Judge Whitney presiding, allowed the younger \$2000 a year to which to exist. He was then only two years old. The high cost of living had, meanwhile set in, and the child is now three years older, wherefore his living expenses should be increased five times the original figure.

Mrs. Knight sets forth that, following the death of little Smart's mother, the father died on November 2, 1915. Baby Smart's income is derived, says Mrs. Knight, from the trust created by the mother, the late Annie T. K. Parker Smart, and the charges against the estate have been since liquidated.

Baby's Net Income
The baby's net income last year amounted to \$27,314.82 and since then it has been growing by leaps and bounds. What it is this year of grace she says not, but it might be an even hundred thousand, if not more.

Little Smart's apartments, or house, or chalet, or mansion in San Francisco cost last year \$565 a month, of \$6780 for the year, the grandmother and guardian asserts. All this is exclusive of forty dollars a month paid to the baby's governess and a hundred dollars a month spent in automobile joyrides for the four-year-old. It also took at least \$500 to keep the child dressed, and the grandmother and guardian believes that \$350 should be added to defray the expenses of little Smart's annual vacation, for he needs it badly.

Baby Smart's mother was an Hawaiian, while his father was a Virginian, but little Smart must be educated as an Hawaiian—an American-Hawaiian—wherefore it becomes necessary that he visit his ancestral maternal home at least once a year. The grandmother and guardian says that \$1000.00 would about cover the expense of such a pilgrimage.

Chu-chu Car for Richard
The guardian also believes that the baby should have an automobile all his own and she wants \$3500 for the gasoline burner, besides \$250 a month, or \$3000 a year to run it. Everything considered, Mrs. Knight believes ten thousand dollars will just about cover the baby's meretric needs a year.

And then there is the ancestral "maternal-end of the whole thing to be considered."

"Because of the ancestry of said child," says the petitioner, "and its large interests in the Territory, and strengthening the aloha which the child now has for Hawaii (Baby Smart is already calling himself an American-Hawaiian, the grandmother and guardian asserts), it is advisable that said minor should be taken to Hawaii at least once a year."

The papers in the petitions were prepared, it is said, in San Francisco and were filed by Attorney David Lathrop Withington, of the local law firm of Castle & Withington.

Investigation yesterday developed the fact that a similar petition had been once before turned down by William L. Whitney, who was at the time second judge of the local circuit court.

Thelma Parker, the heiress of the Parker Estate, married young Smart in Honolulu a few years ago. She journeyed to Paris, and from there rumors of neglect reached Hawaii. On the way home, the baby was born in New York. Thelma reached as far as San Francisco in such a condition that she died in the Coast city.

Her husband attacked the trust left by her and the case was a cause celebre in the local courts. A compromise was effected and shortly afterward Smart died in his Virginia home. Baby Smart's estate is valued all the way from two to five million dollars. The property, in the main, consists of the Parker cattle ranch in the Big Island, the biggest of its kind in the Territory.

**BERTRAM AIKEN ON WAY
TO JOIN THE COLORS**
Bertram Aiken, son of Worth O. Aiken cashier of the Bank of Maui and member for Maui of the Hawaii Promotion Committee, is in town on his way to Indiana, there to join his regiment, which has been called to the colors.

Aiken enlisted while at school in Indiana, and served on the border during the Mexican crisis. He believes his regiment will be sent to the Atlantic seaboard until it is ready for duty in France. He sails in the Maui next Wednesday.

TERRITORIAL BONDS IN GRAVE DANGER OF NOT SELLING

Unless Purchased Locally, Con-
templated Improvements May
Be Held Up, Is Report

**BELT ROAD PROJECT
AMONG THOSE MENACED**

National Government's Demand
For Funds For War Purposes
Has Tightened Money Market

Honolulu may fall of an outside
market for the pending issue of \$1,500,000 and there may be no sale for them if bankers and other investors do not come to the fore and purchase the bonds either largely or in whole, in the opinion of Governor Pinkham. He gave out an open letter to the public yesterday morning.

If the fears of the Governor shall be realized many important improvement projects for Honolulu and the Territory will be halted and held back. These would include the water and sewer projects, wharf improvement including the purchase of the marine railway, belt line road and other works and pier building for the road islands. Already the road committee and the board of supervisors have started plans to go ahead with the work of constructing the belt line road in the expectation of a ready and early sale of the bonds.

Money Market Tightens
The territorial treasurer is on the mainland to arrange for the sale of these securities and until now no fear has been expressed that they would not command a sale. But it appears that the government's demands for money for war purposes has had the effect of tightening the money markets of the country and that bonds which would have been in demand six months ago are not wanted now except at higher interest rates.

And so it is the expressed belief of the Governor that if Honolulu and the Territory are to go ahead with their improvement projects under the bond issues and at the rate of interest on their loans that were provided by the legislature, the money must be forthcoming from the people and the institutions of the islands and they, for the sake of the improvements, must be satisfied with a lower rate of interest than they might otherwise obtain.

Pinkham Thinks Sale Doubtful
In his letter of yesterday Governor Pinkham says:

"TO THE PUBLIC:

"A thorough study of recent bond transactions in various markets including the New York City market, and the price obtained July 12th for a \$5,000,000.00 issue of 4 1/2 per cent of that city which set a close standard for comparison and the prospective enormous loans of the United States government, lead us to believe should our local bankers and investors fail to largely or wholly purchase our pending issue of one million five hundred thousand (\$1,500,000.00) four per cent bonds we may fail of a market."

"The increase of the price of sugar indicates we have the means of financial support of one territorial government."

"The legal restrictions imposed by the legislature contemplate only an amply supplied and easy money market. It is not conceivable that local investors could if they chose, take largely of this issue and thus public works could be carried out as proposed by the legislature."

"The treasurer of the Territory will at once advertise these bonds for sale. It should be no disappointment if it should be attributed to war conditions."

LETTERS E. PINKHAM
"Governor of Hawaii."

**NATIONS MINGLE AT
DANCE IN ARMORY**
Under banners of Japan, American, and Hawaii several hundred danced at the Armory last night, at one of the most successful official receptions of the season. Japanese kimonos in de-mure colors, belted with rich obi, were worn by the women, and the men wore suits in American style among the spectators, and among the many were Japanese as Americans. The smiles and greetings exchanged showed that the alliance with Japan was more than a mere formality, but was accorded a warm place in the hearts of both nations.

The Imperial Japanese commission, with the Governor and the military and naval representatives, arrived about nine thirty, and walked to their places to the strains of the Japanese national anthem from the Royal Hawaiian Band. During the playing of this and of the Star-Spangled Banner by the Second Infantry Band, which followed immediately, all of the officers present stood at salute. When the receiving party had reached the farther end of the huge room the guests filed past with handshakes and cordially friendly smiles. Dancing followed, while the official party occupied seats on the walls and ceiling and the palms and shrubs about the band platform decorated the hall very pleasantly. The Royal Hawaiian Band played from a platform in the center of the dance floor, and the Second Infantry Band from the makai end of the gallery. A large number of spectators were seated about the gallery.

In the official party accompanying the Governor were Captain Clark of the Naval Station, Major J. D. Dougherty, General Sam Johnson, and Colonel C. B. Cooper.

EMBARGO MAY HIT JAPAN'S BUILDING

Fear Expressed On Korea Maru
That Steel For New Ships
May Stop

The shipbuilding progress of the Japanese steamship company may be held up indefinitely if the present embargo on the shipment of steel to foreign ports is not removed in the near future. The building of new vessels is still proceeding in the Toyo Kisen Kaisha yards at Yokohama, but the end of the steel supply is in sight, and unless the embargo is lifted construction work will have to cease, in the opinion expressed on the Korea Maru yesterday.

The larger part of the cargoes of T. K. K. ships passing through Honolulu in the last few months has been shipbuilding steel for the new yards, where a hundred vessels were to be completed before the end of the present year. Then came the embargo, and no more steel could be shipped to the Japanese port. On her last trip the Shippon Maru had only half a cargo, as she could not take the steel which was to form the larger part of her load.

The need of merchant shipping on the Pacific has led to the building of capacity ship yards by the T. K. K., where they planned to turn out a hundred vessels in the course of the year. Work is still proceeding busily there, and will for some time to come, with the present supply of shipbuilding steel, but unless the removal of the embargo comes before the store is exhausted all construction work will have to be stopped for an indefinite period, or until steel can again be shipped from the mainland.

BIG CARGOES ON MATSON LINERS

Maui Leaves Tomorrow With Full
Holds and Manoa Wireleses
In Big Freight Report

Incoming and outgoing Matson freighters this week will both be heavy; the wireless message from the Manoa, received yesterday by the agents, Castle & Cooke, indicating that that liner, which is due Thursday morning, has full holds. The cargo to be despatched from Honolulu on the Maui tomorrow noon is also a capacity one.

The Maui, as already announced, will take a heavy shipment of canned pineapples, amounting to one hundred thousand cases, in addition to a heavier cargo of sugar than usual. The latter amounts to 7157 tons, in addition to 900 tons of molasses, all of which was loaded at Honolulu. Four thousand bunches of bananas and sundries complete the cargo. Passenger bookings are fairly heavy.

The Manoa report states that she has 7016 tons of freight for Honolulu and 1511 tons for Kahului. The Honolulu cargo consists of 3754 tons of merchandise, 761 tons of feed; 1194 tons hay; 708 tons of fertilizer; 564 tons cement and 125 tons of brick. There are thirty-five automobiles on board. The cargo for Kahului includes 760 tons merchandise, 326 tons feed and 425 tons of cement.

The Manoa is still two days behind her schedule, but is slowly making up the time she lost when towing the Pomern to the Coast two or three months ago.

MANY PASSENGERS THROUGH ON KOREA

Nothing was heard at the other end about the use of Japanese merchant ships on the Pacific to release the American vessels for transport use, says Purser Chapman. There are seven members of the Japanese war mission on their way to Washington. They are Viscount K. Ishii, Mr. Nagai, Major General H. Sugano, Vice-Admiral T. Takahashi, Y. Owaku, Major S. Tanaka, and K. Tokuda. They did not have a private dining room, but ate their meals at the captain's table and were thoroughly unassuming. The commission will proceed at once to the National capital, where they will confer with the leaders of the nation in regard to the part Japan will take as our ally.

J. R. Kennedy is accompanying the party at the invitation of Viscount Ishii. He is the Reuter representative at Yokohama, Mrs. Kenney accompanying him.

K. Inouye and S. Miyosaki are two members of the Japanese war mission department who are also on a journey to Washington. They are not connected with the commission, but go on business of their own department. Nat. Sugano, one of the commissioners, is a former consul general at San Francisco for some years.

One of the prominent members of the American Trading Company in Yokohama, D. H. Blake, is a passenger to the States. Rev. and Mrs. W. S. Elliott and seven children joined the ship at a Chinese port. They are returning missionaries. Another missionary family on board is that of Rev. and Mrs. H. S. Galt with five children.

SIERRA FREIGHT OUT
The liner Sierra which will sail this afternoon for San Francisco with a freight 1644 cases canned pineapples; 622 bunches bananas; 900 bundles; 136 cases honey; 450 sacks corn; 150 bags rice; fifty cases fresh pineapples; one auto.



MARINE INTELLIGENCE By Merchants' Exchange

Sydney—July 28, arrived M. S. S. I. Alford, June 22.
San Francisco—July 2, 12:40 p. m., sailed Str. Manoa for Honolulu.

PORT OF HONOLULU.

ARRIVED
August 6, 1917

Str. Korea Maru, from Yokohama, noon.
Str. Mauna Kea, from Hilo, a. m.
Str. Kilauea, from Kona and Kau ports, a. m.
Str. China, from San Francisco, a. m.
Str. Kilauea, from San Francisco, a. m.
Str. Columbia, from Yokohama, a. m.
SAIL TODAY
Str. Korea Maru, for San Francisco, 10 a. m.
Str. Sierra, for San Francisco, p. m.
Str. China, for Yokohama, p. m.
Str. Kilauea, for Kona ports, 5 p. m.
Str. Mikahala, for Maui and Molokai ports, 5 p. m.

DUE TOMORROW
Str. Mauna Kea, from Kauai ports, a. m.

SAIL TOMORROW
Str. Maui, for San Francisco, 12 m.

DUE THURSDAY
Str. Mauna Kea, from Hilo, a. m.

SAIL THURSDAY
Str. Mauna Kea, for Kona ports, 5 p. m.

SAIL FRIDAY
Str. China, from San Francisco, 5 p. m.

DUE SATURDAY
Str. Mauna Kea, from Hilo, a. m.

SAIL SATURDAY
Str. Mauna Kea, for Kona ports, 5 p. m.

DUE SUNDAY
Str. Kilauea, from Kona ports, a. m.

SAIL MONDAY
Str. Sierra, from San Francisco, a. m.

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